

Recommended Speed Limits 2022 Engineering and Traffic Survey (E&TS)

City Council
November 1, 2022

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City Council

That the City Council:

1. Receive and comment on the 2022 speed limit survey results on 49 streets (175 roadway segments) in the City of Oxnard; and
2. Approve introduction of the 2022 Speed Limit Ordinance for the first reading by title only waiving further reading of the ordinance amending Section 8-2 of Article I of Chapter 8 of the Oxnard City Code.

Speed Limit Laws:

1. Basic Speed (safe speed for current conditions)
2. Prima Facie Speed (residential street: 25 mph)
3. Maximum Speed (55 mph/2 lanes, 65 mph/3+ lane roadways)

Why Establish Speed Limit:

1. Requirement by state law
2. Effective speed enforcement tool for police (radar)
3. Facilitate orderly traffic movement (environment)

Procedure(s):

1. California Vehicle Code(CVC) Section 627
 2. California-Manual on Uniform Traffic Control Devices (CA-MUTCD)
 3. Engineering and Traffic Survey (E&TS)
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Assembly Bill(AB) 43

- Approved last October 2021, enactive as of January 2022
- Legislation that aims to reform 85th percentile state speed limit law
- Carves out exceptions to rules for setting speed limits

How does AB 43 differentiate from previous standards?

- Gives local authorities more choices when it comes to setting limits (maintains the existing speed limit)
- Requires agencies to consider factors besides a speed survey, such as **safety** concerns (particularly affecting vulnerable road users, ped/bike)

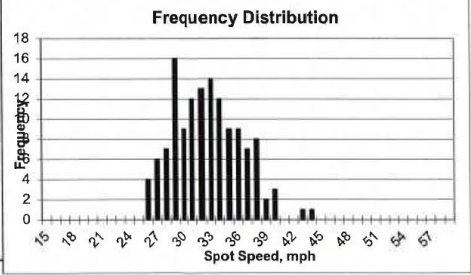
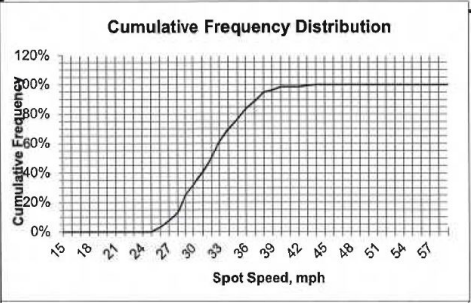
Speed Limit Establishment Factors:

- Spot speed data
 - 85th percentile speed
- Collision rates
 - Mid block collisions in Oxnard
 - 2019 Crash Data on California State Highways
- Roadway characteristics
 - School, parks, bike, and school crossing



CITY OF OXNARD				ID: 4	
ENGINEERING AND TRAFFIC SURVEY					
Street:	Bard Road		From/To:	J St / Saviers Rd	
Survey date:	3/8/2022	Day:	Tuesday	Hours:	9:50-10:20 AM
Location of survey:	200 ft E of F St				
SPEED DATA					
50th Percentile Speed (mph)	32			Existing Speed Zone	30 mph
85th Percentile Speed (mph)	37			Proposed Speed Zone	30 mph
10 mph Pace Speed (mph)	29	To	38	Justification	CVC 22358.8(a), high collision rate, school safety, keep existing speed
Percentage of Vehicles In Pace	82%				
COLLISION HISTORY (2017-2019)					
Number of Years	3 years				
Total Collisions (Midblock)	4				
No. with Speed violations	2				
Predominant type					
Collision Rate (ACC/MVM)	0.94				
Expected Collision Rate (ACC/MVM)	0.82				
TRAFFIC FACTORS					
Average Daily Traffic	8233				
Traffic Control Type	Traffic signal /Stop sign				
ROADWAY CHARACTERISTICS					
Segment Length (Feet)	2500				
Vertical/Horizontal Alignment	None				
Road Width	60'				
Parking Restriction	None				
No. Lanes and Median	1 /direction /TWLT				
Improvement (SW, C & G)	Yes				
Bicycle lanes/Type	Class II				
Crosswalks/Type	uncontrolled school crosswalk				
Adjacent Land use	Residential /high school				
Comments	Hueneme High/uncontrolled crosswalk				

CITY OF OXNARD - PUBLIC WORKS DEPT./TRAFFIC DIV. SPOT SPEED STUDY				
Street: <u>Bard Road</u>				
Location: <u>200 ft E of F St</u>				
Between: <u>J St / Saviers Rd</u>		Ref. # <u>4</u>		
Speed	Frequency	Percent	Cumulative Percent	Date: <u>3/8/2022</u> Day: <u>Tuesday</u>
15	0	0.00%	0.00%	Weather: <u>Clear</u>
16	0	0.00%	0.00%	Hours: <u>9:50-10:20 AM</u>
17	0	0.00%	0.00%	Recorder: <u>EY</u>
18	0	0.00%	0.00%	Posted Speed: <u>30 mph</u>
19	0	0.00%	0.00%	Remarks: <u>Hueneme HS</u>
20	0	0.00%	0.00%	
21	0	0.00%	0.00%	
22	0	0.00%	0.00%	
23	0	0.00%	0.00%	DATA ANALYSIS:
24	0	0.00%	0.00%	Mean Speed: <u>33</u>
25	0	0.00%	0.00%	Standard Deviation: <u>4</u>
26	4	3.01%	3.01%	Standard error of the mean: <u>0.35</u>
27	6	4.51%	7.52%	50th Percentile: <u>32</u>
28	7	5.26%	12.78%	85th Percentile: <u>37</u>
29	16	12.03%	24.81%	97th Percentile: <u>40</u>
30	9	6.77%	31.58%	10 Mile Pace: <u>29</u> to <u>38</u>
31	12	9.02%	40.60%	% of Samples in 10-Mile Pace: <u>81.95%</u>
32	13	9.77%	50.38%	Comments:
33	14	10.53%	60.90%	
34	12	9.02%	69.92%	
35	9	6.77%	76.69%	
36	9	6.77%	83.46%	
37	7	5.26%	88.72%	
38	8	6.02%	94.74%	
39	2	1.50%	96.24%	
40	3	2.26%	98.50%	
41	0	0.00%	98.50%	
42	0	0.00%	98.50%	
43	1	0.75%	99.25%	
44	1	0.75%	100.00%	
45	0	0.00%	100.00%	
46	0	0.00%	100.00%	
47	0	0.00%	100.00%	
48	0	0.00%	100.00%	
49	0	0.00%	100.00%	
50	0	0.00%	100.00%	
51	0	0.00%	100.00%	
52	0	0.00%	100.00%	
53	0	0.00%	100.00%	
54	0	0.00%	100.00%	
55	0	0.00%	100.00%	
56	0	0.00%	100.00%	
57	0	0.00%	100.00%	
58	0	0.00%	100.00%	
59	0	0.00%	100.00%	
Total:	133	100%		



- Decrease speed limit for 10 roadway segments
- Establish new speed limits for 3 roadway segments
- Current speed limits be re-established for the remaining 162 roadway segments

Decrease Speed Limit

Street	From	To	Posted Speed Limit (mph)	Recommended Speed Limit (mph)
Del Norte Blvd	Fifth St	Camino Del Sol	50	45
Gonzales Rd	Ventura Rd	H St	45	40
Gonzales Rd	H St	Oxnard Blvd	45	40
Hemlock St	Victoria Ave	Patterson Rd	40	35
Lombard St	Gonzales Rd	150 feet n/o of Posada Dr	35	30
Oxnard Blvd	Town Center Dr	Wagon Wheel Rd	50	45
Oxnard Blvd	Wagon Wheel Rd	Vineyard Ave	50	45
Oxnard Blvd	Rose Ave	Channel Islands Overcrossing	55	50
Oxnard Blvd	Channel Islands Overcrossing	Pleasant Valley Rd	60	55
Ventura Blvd	Vineyard Ave	Balboa St	40	35

Establish New Speed Limits

Street	From	To	Posted Speed Limit (mph)	Recommended Speed Limit (mph)
Etting Rd	Pleasant Valley Rd	East City Limit	N/A	30
Fifth St	Rice Ave	Del Norte Blvd	N/A	55
Maulhardt Rd	Dodge Rd	Pleasant Valley Rd	N/A	25

- The estimated cost for changing and/or adding speed limit signs for the 13 roadway segments is \$5,000
- Funds are available in the approved FY 2022-23 Adopted Budget for the Street Division within the General Fund



QUESTIONS